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SECURITY INFORMATIONCOUNTRY East Germany

REPORT

TOPIC Cottbus Airfield

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EVALUATION

PLACE OBTAINED

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DATE OF CONTE

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DATE OBTAINED

PREPARED 10 November 1953

REFERENCES

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PAGES 3

ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. The following observations were made at Cottbus airfield between 12 and 25 September 1953:

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12 through 14 September. No air activity was observed.

15 September. Yak-18s practiced local flying and aerobatics. Aircraft seen

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16 and 17 September. There was air activity by Yak-18s, while no aircraft were seen aloft between 18 and 21 September.

22 September. Yak-18s and two biplanes practiced local flying and aerobatics. Weather was 5/10 overcast.

23 September. Yak-18s practiced individual and formation flying and biplanes circled the field.

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24 September. There was air activity by Yak-18s and biplanes in spite of intermittent showers. Yak-18s

and Yak-18

the Yak-18s flying in the afternoon

Lo-

cal flights and aerobatics were made and flying in elements of two was also practiced, the second aircraft taking off after the first aircraft had become airborne.

25 September. In the morning, Yak-18s

practiced aerobatics and formation flying.

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In the afternoon, 4 aircraft and 3 aircraft were involved in these training activities.

Throughout September, about 30 Yak-18s were seen parked in front the hangars of the field. The rudder assemblies of the aircraft had white upper edges and their Two large biplanes fitted with a cabin, according to a VP Air Lieutenant, An-3 type aircraft were also stationed at the field. Usually, seven or eight Yak-18s were involved in air activity. When flying in elements of two was practiced, the aircraft flew very close to each other or at intervals and distances of 40 to 50 meters and would land individually. Aerobatics were prac-

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ticed at altitudes upward to 1,000 meters.¹

2. [redacted] besides the air unit, a department of a ministry headed by a general was also stationed at the field. [redacted] the MIG-15s previously observed at the field had been moved to Welnow.²

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3. [redacted]

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4. Air activity observed at the field between 26 September and 3 October included:

26 September. From 3 to 3:30 p.m., no aircraft were observed at the field. During the same time, a Po-2 flew in circles over Cottbus. The weather was fair.

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27 September. No air activity was observed.

29 September. Between 10:30 and 11 a.m., [redacted] 9 Yak-18s including 4 [redacted] radio trucks, 2 sedans, 2 trucks, 1 ambulance, 1 fire truck, 1 kitchen truck, and 1 tank truck at the eastern end of the runway. Local flights of about 6 minutes' duration were made.

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30 September. Between 10:30 and 11 a.m., 8 Yak-18s and a number of motor vehicles were parked near the eastern end of the runway. The radio trucks [redacted]. Several trainers took off and assembled in formations of four. After 25 minutes of formation flying in varying forms the aircraft landed individually. From 3 to 5 p.m., there was flying by Yak-18s and biplanes.

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1 October. Local flights were made from 11 a.m. to noon, the Yak-18s involved flew three circles over the field, touching down only shortly between each individual circle. [redacted] on Yak-18s. A biplane was also observed making local flights.

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2 October. Individual and formation flying was practiced throughout the day. The weather was fair. [redacted] aircraft.

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3 October. Between 10 and 10:30 a.m., only one biplane was observed making local flights.¹

5. In late September, [redacted] eight aircraft crates in the northeastern corner of the field. A large heap of sand or gravel was seen on the spot where previously most of the crates had been piled up.

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6. Sedans [redacted] truck [redacted] and tank car [redacted] were seen near the Funker Kaserne. 25X1

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7. Between 3:30 and 4 p.m. on 5 October, [redacted] 12 Yak-18s parked at the field and 4 Yak-18s engaged in formation flying. A biplane practiced local flying. In the first half of September, [redacted] about 25 aircraft crates which had been standing in the northeastern portion of the field were being dismantled and shipped by rail to Frankfurt/Oder. 25X1

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1. [redacted] Comment. The report indicates that training of VP Air pilots on Yak-18 aircraft is being continued at Cottbus airfield. So far, a total of 26 aircraft has been reported. It is believed that aircraft of VP Air Regt 601 [redacted] 25X1

also by Soviet ground attack regiments. The aircraft of the three squadrons of this regiment are probably differentiated by various-colored propeller hubs. 25X1

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[redacted] At Bautzen-Litten airfield 10 to 12 single-engine aircraft also arrived after 15 October. It can therefore be assumed that flight training has once again been resumed by all regiments of VP Air Div. 600.

2. [redacted] 25X1

3. [redacted] Comment. This information refers to the dispatch of used aircraft crates from Cottbus. Meanwhile it has also been reported that another 20 aircraft were sent from Brest Litovsk to Cottbus. The contents of these crates have not yet been determined.

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